

Proposed Access Management Categories Logan Urbanized Area (CMPO)

PROPOSED STATE HIGHWAY ACCESS MANAGEMENT STANDARDS

| PROPOSED STATE HIGHWAY ACCESS MANAGEMENT | | | | | | | |
|--|---------------------------|------------------------------------|-----------------------------------|-------------------------------|--|-----------------------|------------------------|
| Category | | Minimum Signal Spacing (feet) | Minimum Street Spacing (feet) | Minimum Access Spacing (feet) | Minimum Interchange to Crossroad Access Spacing (feet) | | |
| | | | | | to 1st R-in R-out A | to 1st Intersection B | from last R-in R-out C |
| 1 | Interstate / Freeway | Freeway/Interstate Standards Apply | | | | | |
| 2 | System Priority Rural | 5,280 | 1,000 | 1,000 | 1,320 | 1,320 | 1,320 |
| 3 | System Priority Urban | 2,640 | No Un-Signalized Access Permitted | | 1,320 | 1,320 | 1,320 |
| 4 | Regional Rural | 2,640 | 660 | 500 | 660 | 1,320 | 500 |
| 5 | Regional - Priority Urban | 2,640 | 660 | 350 | 660 | 1,320 | 500 |
| 6 | Regional Urban | 1,320 | 350 | 200 | 500 | 1,320 | 500 |
| 7 | Community Rural | 1,320 | 300 | 150 | Not Applicable | | |
| 8 | Community Urban | 1,320 | 300 | 150 | | | |
| 9 | Other | 1,320 | 300 | 150 | | | |

* Minimum interchange to crossroad / driveway access spacing standards;

A, B and C are defined as follows:

- Standard "A" distance from the interchange off-ramp gore area to the first right-in/out driveway intersection.
- Standard "B" refers to the distance from the interchange off-ramp gore area to the first major intersection.
- Standard "C" refers to the distance from the last right-in/out driveway intersection to the interchange on-ramp gore area.

**NOTE: A grant of access does not guarantee a right or interest of full movement access

